



## DESIGN GUIDELINES

Murray Fireclay Area TOD Design Guidelines

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ARCHITECTURE | LANDSCAPE ARCHITECTURE | INTERIOR DESIGN | PLANNING



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### **A1 Use Building Relationships to the Street to Support Pedestrian Emphasis**

Two major streets and a mass transit corridor define the Fireclay Area. Main Street, the major north-south corridor is prime for commercial and retail development. 4500 South is a major east-west corridor and is major access to the I-15 freeway entrance. Fireclay is a small access road to the Trax station and terminates at the station itself. The Union Pacific Main Line Railroad is the west boundary.

As development occurs, Fireclay and Main Street will define the area and new streets will be developed to serve the new community. The emphasis will be on maintaining a relationship between the street and the building edge and creating a hierarchy of pedestrian uses and access within each transportation corridor.

Different responses by new development, and associated setbacks, adjacent to each street will emphasize the different functions of each street and add to the diversity of the Fireclay Area.

New development proposals along existing main streets or potential new main streets should exhibit a strong pedestrian-orientation. Larger building volumes should be oriented to the main street to emphasize and enclose the street. Setback areas between the building and sidewalk should be designed as extensions of the sidewalk, offering public places for people to sit and gather, or space for tables and chairs, associated with a café or restaurant. Incorporating large ground floor windows allows for increased visibility into retail storefronts.

Buildings along residential/commercial streets are expected to exhibit the same type of sidewalk orientation and pedestrian friendly environment as the main street buildings. Generally, building setbacks along these streets should follow the same principles as those for the main streets, although setbacks adjacent to ground-level residential uses may benefit from incorporated landscape plantings and/or trees.

In general, where building setbacks incorporate landscape ground covers, plants or trees, these areas should be considered as offering building and/or site storm water management capabilities.

## A. STREETSCAPE

### Guideline

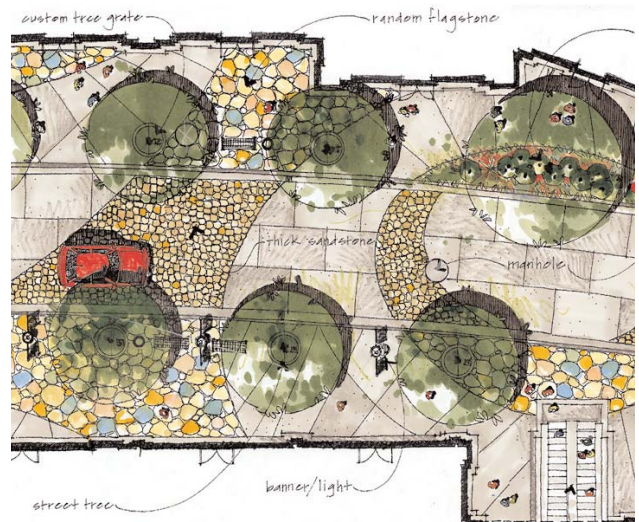
#### A1.1 Integrate building setback areas and setback design with adjacent streets to support pedestrian emphasis.

This guideline may be accomplished by:

- Integrating building setback areas that function as extensions of the sidewalk along main streets.



- Incorporating landscape plantings and/or trees along streets





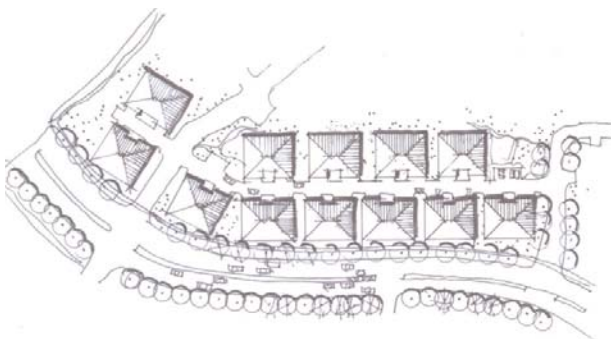
## A. STREETSCAPE

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- c. Developing a strong street orientation along residential and commercial streets.



- d. Minimizing or restricting vehicle access to residential areas from high volume streets.



### **A2 Enhance Connection between Buildings, Sidewalks, and Pedestrian Pathways**

Strong visual and physical connections between the sidewalk and adjacent developments are critical components to the success of the pedestrian environment. Usually, visual connections between a building and the sidewalk are ground-floor windows, and physical connections are doorways, although in either case, there may be others.

Ground-floor windows that are oriented to the sidewalk are multifunctional. One function is an opportunity for pedestrians to "preview" interior spaces of a building. Generally, people are more comfortable entering places they have had an opportunity to see first. Another function is that items, activities, and/or building spaces on display to passing pedestrians provide a rich collection of different things to look at, enhancing any walking trip. Large ground-floor windows also provide copious amounts of daylight to interior spaces of the building, reducing a given building's potential energy needs.

Doorways allow pedestrians to move easily from the public, exterior environment on the sidewalk to a private set of interior building spaces. This type of physical access should be integrated with incorporated ground-floor windows.

Larger buildings often have a series of semi-public spaces at the ground-level that tenants of, or visitors to, the buildings move through en route to more private locations within. These spaces include main entries, lobbies or atriums, and are often larger-volume spaces that have lots of windows or glass associated with their design(s). When oriented to the sidewalk and street, these types of spaces support the pedestrian environment by developing views into and out of the grandest and most dynamic spaces of the building, subsequently encouraging movement to and from the sidewalk.

### Guideline

#### A2.1 Enhance connection between buildings, sidewalks, and pedestrian pathways.

This guideline may be accomplished by:

- a. Incorporating large ground floor windows facing the sidewalk.



- b. Expanding the "sidewalk level" of the building.





## A. STREETSCAPE

- c. Emphasizing the visual connection at the ground level.



- d. Incorporating a coherent design theme for lighting fixtures and directional signs.



- e. Orienting main entrances and/or lobbies to the sidewalk.



### A3 Integrate Building Mechanical Equipment and Service Areas

Generally, a larger building needs a certain amount of mechanical equipment and/or service areas that is necessary for day-to-day operations. While these components are necessary elements, they must be carefully incorporated within the overall design, as their placement and operation have the potential to negatively affect the pedestrian environment.

Often much of the mechanical equipment is incorporated on the exterior of the building. The bulk of this equipment is typically used for heating, ventilating and air conditioning (HVAC) the interior. Such equipment has the capability to produce offensive odors, noise, and/or air movement and should be located so that it does not detract from the pedestrian environment. Other mechanical and utility equipment, such as water, telephone, or natural gas meters, can benefit from sensitive incorporation in the building's design.

Areas intended for vehicular access should also be located where they will minimize impacts to the pedestrian environment. Examples of these areas include loading areas, storage for recycling and trash dumpsters, and parking access locations. There are many impacts to the pedestrian environment that these necessary building areas can create. They can require extended or numerous curb cuts, which increase the potential for pedestrian/vehicle conflicts. They have the potential to create excessive odor and/or noise. In addition, they create building edges that are not contributory to an active urban environment. Similar to the mechanical equipment, these areas are most successfully incorporated in overall site and building designs when they are considered in the early stages of the design process.

### GUIDELINE

#### A3.1 Integrate building mechanical equipment and service areas.

This guideline may be accomplished by:

- a. Consolidating and/or sharing motor vehicle access points.



- b. Placing mechanical and utility equipment where it will not impact the pedestrian environment.



### **B1 Convey Design Quality and Building Permanence**

The quality of a building's design and the permanence of the materials used in its construction contribute significantly to the character of the built environment. For example, some of the buildings built in downtown Murray are over one hundred years old and their existence to this day is a testament to the quality and flexibility of their designs, as well as the durability of their construction. Today, new design principles, together with new construction materials and techniques, present new opportunities and challenges for the future of the built environment. The development of new buildings that are of high design quality and built with exceptional construction materials is symbolic of individuals and groups investing or "putting down roots" in the community, and encourages others to do similarly. Buildings that are designed to be flexible ensure their longevity and an area's permanence as the times, owners, uses and tenants change. Concentrating vertical chase systems, for building components such as heating, ventilating and air conditioning (HVAC) ductwork, electrical and telecommunications systems, and plumbing, reduces costs and increases the flexibility of the remaining floor space for other changing uses. Developing building structural systems that allow for the insertion of non load-bearing walls to define different areas enhances the building's ability to be reconfigured to suit different uses. Specifying exterior cladding systems that allow for the natural ventilation of the interior also increases the building's flexibility over time.

The incorporation of high-quality, durable building materials in new development is important to foster a building's sense of permanence and maintain its value over time. New buildings should employ structural systems that effectively balance the development's durability and flexibility.

In addition to the structural systems, there are many choices of materials available to designers and developers of contemporary buildings. Exterior cladding systems, roofing, and windows are just three examples of the many building components that merit consideration regarding their material quality. Developing buildings that use high-quality materials helps to maintain the significance of the building over time, and enhance experiences in and around it.



### GUIDELINE

#### B1.1 Convey design quality and building permanence

This Guideline may be accomplished by:

- a. Developing residential buildings that provide foundations for new communities.



- b. Use a palette of building materials that conveys a high level of craftsmanship and attention to detail.



## B. BUILDING DESIGN

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- c. Making design decisions involving the building's exterior that increase the building's "visual texture."





d. Designing buildings to be flexible.



### **B2 Use Ground Level Building Elements to Enhance Pedestrian Experience**

The relationships of buildings to the sidewalk are critical to the development of a vibrant pedestrian environment. Building elements at or near the ground level, such as awnings or canopies, trellises, and exterior lighting and/or signs, are the building elements that are closest to the people adjacent to the building, and therefore the most likely to impact the pedestrian environment. They are able to reduce the building's scale and offer weather protection, nighttime security, and information, among other benefits, to pedestrians.

Often, a building will have a series of lights, signs, awnings, and even landscape plantings at or near its ground level. It is easy to leave these types of building elements to be resolved at later stages of the design process. This method can often result in their appearance as transient afterthoughts. The early consideration of these elements' integration with each other and the building's architecture can add to the building's perceived quality of permanence.



### GUIDELINE

**B2.1 Integrate the different sidewalk-level building elements with the building's architecture to enhance pedestrian experience.**

**This Guideline may be accomplished by:**

- a. Integrating signage systems that are consistent with the building's overall design.



- b. Using integrated systems of building elements to provide a human scale at the ground level.



## B. BUILDING DESIGN

- c. Utilizing building elements to help transition pedestrian space.



- d. Designing landscaping into the building.





## B. BUILDING DESIGN

- e. Integrating works of art into a building or site design.



### **B3 Design for Coherency**

New development in the Fireclay Area will accommodate a variety of uses. This will typically be in multistory, mixed-use buildings. Different uses in a building present challenges to the designer and/or developer in achieving a design "coherency."

Although architectural styles come and go, most buildings still have three basic compositional parts: a base, a middle and a top. A coherent design often exhibits the different functions of these three basic parts, while resolving them through shared qualities with smaller-scale components.

Examples of the smaller-scale components include exterior cladding materials, roof systems, window and door materials (and their placement), as well as ground level lighting fixtures and signs. Integration of these elements throughout the design process strengthens their relationships with the other parts of the building, and can bring coherency to the overall design. A coherent design can be appreciated by pedestrians at the ground level, users inside the building, and those viewing it from afar.



### GUIDELINE

**B3.1 Integrate the different parts of a building to achieve a coherent design.**

**This Guideline may be accomplished by:**

- a. Accentuating the different programmatic functions in a building.



- b. Expressing the base, middle and top of a building.



### **B4 Integrate Encroachments**

Encroachments are elements of a development that are either inserted with in the public right-of-way or project beyond the property line into it.

Examples of encroachments are works of art, signs, balconies, bay windows, marquees, canopies, and skybridges, among others. Many of these contribute to the development of a successful pedestrian environment, and need to be integrated with the building's design and the affected right(s)-of-way.

Generally, encroachments should be incorporated where they do not detract from the pedestrian environment or important public views.

Skybridges are encroachments that significantly affect street character and identity. While they may improve the function(s) of a given development, they also redirect pedestrian traffic that would otherwise use the sidewalk, decreasing the potential activity on the street. Where necessary, skybridges should be level, transparent, located toward the middle of the block, away from an intersection, and not interpreted as dominant architectural elements. They should never detract from the pedestrian environment and should not replace on-grade improvements.

### GUIDELINE

#### B4.1 Design encroachments to enhance the pedestrian environment.

This Guideline may be accomplished by:

- a. Integrating works of art.



- b. Developing larger-scale encroachments that are expressive of the community.





## B. BUILDING DESIGN

c. Integrating building elements that project into the public right-of-way.



d. Developing encroachments that emphasize transitions.





### B5 Integrate Roofs, Rooftop Lighting, and Signs

Building rooftops play important roles in new development. Often a roof contributes much more to a building than the simple protection of interior spaces from the weather. Historically, many designers were inspired by classical treatment of rooftops, where detailed eaves, projecting cornices, jutting parapets, and other sculptural elements at or near the tops of buildings make bold statements about the convergence of building and sky.

It is common practice, in the development of contemporary multistory buildings, to locate necessary building components such as heating, ventilating, and air conditioning (HVAC) equipment; elevator penthouses; staging and/or structural equipment for lights or signs; and various antennae at or near the tops of buildings. Visual impacts and/or views of these components can be mitigated by a holistic design that strategically employs parapets, screens, and other devices.

Building roofs also offer many opportunities for the incorporation of additional open spaces, such as rooftop gardens or terraces, and/or roof-level storm water management systems, such as eco-roofs. Rooftop gardens or terraces provide the public and/or building tenants with easily accessible open spaces that offer special views of the surrounding community. The utility and atmosphere of rooftop open spaces are enhanced by the provision of seating opportunities and landscaping, and these, in turn, enhance views of the roof from nearby locations.

**LIGHTING.** Exterior lighting at or near the roof should be directed to high light architectural features of the building without contributing to "light pollution." The lighting should complement the building's design and enhance views of the building from both near and far. Any staging equipment and/or support structures for this lighting should be incorporated so that by day or night, the building's architecture remains the primary visual attraction. Successful lighting balances form, intensity, color, technology, and energy-efficiency, contributing to a special nighttime character.

**SIGNS.** Signs on buildings are intended to convey identity. At or near the tops of buildings, modest signs can provide visual interest and character, especially at night. They should be integrated with the building's architecture to function as accessories to it, not as significant parts of it. Such signs should be scaled to enhance building identity, while not dominating or detracting from the surrounding environment.

Style, scale, intensity, color, technology and proportions of signs should be integrated with the building's design and other related building components, such as any lighting proposed near the roof of the building. Similar to rooftop lighting, any necessary staging equipment and/or structures should be incorporated so that the building's architecture remains the primary visual attraction.

### GUIDELINE

**B5.1 Integrate rooftop components and screening elements with the building's architecture. Integrate exterior lighting, signs, sign lighting and any elated structural equipment at or near the roof with the building's architecture.**

**This Guideline may be accomplished by:**

- a. Developing rooftop terraces or gardens.



- b. Integrating rooftop screening with the building's overall design.



## B. BUILDING DESIGN

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- c. Signs and sign lighting should be integrated with the building architecture.



- d. Using lighting to reveal the building's architectural systems.





- e. Using lighting to highlight special features of the building.



### **B6 Integrate Ecological and Sustainable Concepts**

The redevelopment of the Fireclay Area offers a special opportunity to integrate urban and ecological environments. It is important for the area's urban development to build strong relationships with the surrounding ecological landscape. There are many ecological or sustainable design principles to potentially incorporate in new development. It is the integration of these principles with the building's other functions that needs special (and early) consideration during the design process. The US Green Building Council LEED® (Leadership in Energy and Environmental Design) green building rating program is an excellent guideline for incorporating these design principles. This information can be accessed on the website of the US Green Building Council, [www.usgbc.com](http://www.usgbc.com).

There are many different ways to incorporate ecological or sustainable principles at the site design level. Generally, increasing the amount of plantings between buildings, in transition areas or adjacent to parking areas increases the amount of pervious surface area able to absorb storm water on site, decreasing the amount of water entering the city's storm water treatment systems. Building setbacks incorporating landscape plantings in response to a given street environment can also be used proactively as retention facilities for storm water captured elsewhere on the building or site. The city encourages new development to exceed the required landscaping standards to increase the storm water management potential and ecological diversity on site. Priority should be given to drought tolerant and native plantings.

Rain water can also be captured and stored on site (for example, in cisterns or roof ponds) and reused to irrigate landscape plantings. In addition, pervious paving systems can be implemented in areas intended for pedestrian and low-volume vehicle traffic areas.

In addition to these site-oriented principles, new buildings in the Fireclay Area will also benefit from the implementation of ecological design principles. One way "green" or "high-performance" buildings can complement the landscapes around them is by integrating within the building some of the ecological concepts and/or plantings used outside. Examples of other techniques used to incorporate ecological concepts in new buildings include the creation of multi-purpose sun spaces, consideration of the sun orientation during design, developing passive heating and cooling systems, employing sun shading and trellis systems, incorporating eco-roofs, using recycled or salvaged building materials, among many others.

## B. BUILDING DESIGN

### B6.1 Ecological and sustainable features or concepts to be integrated with site and development designs.

This Guideline may be accomplished by:

- a. Adaptively reusing buildings or building materials, where appropriate.



- b. Developing multifunctional storm water management systems.





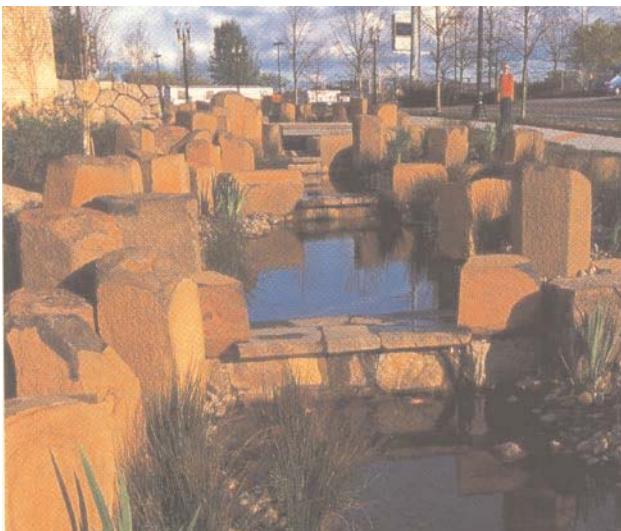
## B. BUILDING DESIGN

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- c. Integrating eco-roofs, or similar permeable building roofing systems.



- d. Incorporating storm water management systems into surface parking areas.



### **C1. Provide Opportunities for Active Uses at Major Street Intersections**

Major street intersections create unique spaces of concentrated activity where pedestrians, bicyclists, and motorists come together. Buildings adjacent to the intersection shape the streets that are coming together, and at their ground levels, have special opportunities to enhance the intersection for the benefit of the pedestrian environment.

Because intersections are generally characterized by increased transportation activity, adjacent building corners should generally be built out to the sidewalk. Incorporating spaces for active uses at the building corners provides opportunities for retail or similar commercial, providing different spaces where pedestrians can stop and watch the activity.

However, there may be situations where building corners pulled back from the intersection can create places for seating, artwork or water features, and/or landscaping. An important consideration is the positioning of upper-floor building access, such as stairs or elevators, toward the middle of the block, allowing the corner(s) to be programmed with active uses.

The specific designs of building corners at active intersections will usually include many of the elements discussed in other guidelines (weather protection, signs, landscaping, large windows, etc.), and depending on the intersection, these might be augmented with embellished canopies, elaborate marquees, or more flamboyant lighting schemes.

## C. PEDESTRIAN ENVIRONMENT

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### GUIDELINE

#### C1.1 Integrate pedestrian-oriented space opportunities at building corners facing street intersections.

Locate entrance to the upper floors of these buildings toward the middle of the block.

This Guideline may be accomplished by:

- a. Developing a design that enhances opportunities for retail.





## C. PEDESTRIAN ENVIRONMENT

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- b. Emphasizing the higher visibility of the corner location.



### C2 Enhance Gateway Locations

Gateway locations offer opportunities to highlight transitions to or from different areas. The transitions can be accentuated with elements in the public right-of-way, adjacent buildings or structures, or a combination of both.

A gateway created using elements in the public right-of-way is often explicit, formal, and probably what most people would define as a "real" gateway. The structures can express the character(s) of the communities they represent. Gateways formed by adjacent buildings are often more subtle than those created by elements within the public right-of-way. The gateway in this situation is typically not a physical structure; rather, it is a space made prominent by the form(s) of adjacent buildings. Gateways created through combinations of elements in the right-of-way and adjacent buildings benefit from the strengths of each method.

Typically, gateways occur at street intersections, and can be considered as more aggressive major street intersections. Due to the increased visibility provided by elements in the public right-of-way, on adjacent buildings, or both, incorporating active use space at the ground-level of buildings adjacent to some gateways may strengthen the sense of transition and offer potential tenants desirable space.

Other components, such as signs, lighting systems, marquees, public art, or landscaping, can be used to further emphasize gateway locations. In addition, reused buildings (or parts of significant older buildings) can be integrated into a contemporary gateway design to express and respect the history of an area while embracing its future.

### GUIDELINE

#### C2.1 Enhance transitions at gateway locations.

This Guideline may be accomplished by:

- a. Using formal gateways to emphasize transitions.



- b. Developing gateway buildings.



- c. Incorporating works of art and/or fountains as gateways.





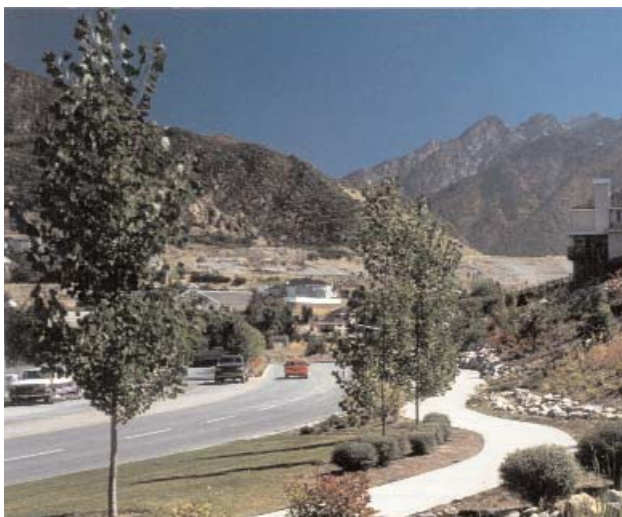
## C. PEDESTRIAN ENVIRONMENT

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- d. Integrating sidewalk markers and directional signage.



- e. Incorporating special landscape plantings and/or arrangements at gateway locations.



### C3 Support Open Spaces with New Development

Open spaces, including parks or plazas, are critically important to any urbanized area, as they offer necessary visual and physical relief from the built environment. These spaces accommodate a variety of uses that range from quiet, contemplative pursuits to active play areas. The orientation and articulation of adjacent buildings can significantly affect the desired function(s) of an open space.

By orienting itself to, or facing, an adjacent open space, a new building is contributing to a healthy, symbiotic relationship. The proximity of the open space offers the building's tenants, residents, and visitors with a significant visual and physical amenity. The orientation of the building's primary semi-public spaces, including main entries, lobbies, and ground level active use spaces toward the open space, encourages pedestrian movement to and from the open space. This type of focus contributes to the indirect surveillance of the open space. In addition, orienting components of the building's private spaces, including windows or balconies, toward the open space responds to the amenity and emphasizes the importance of the open space within the community.

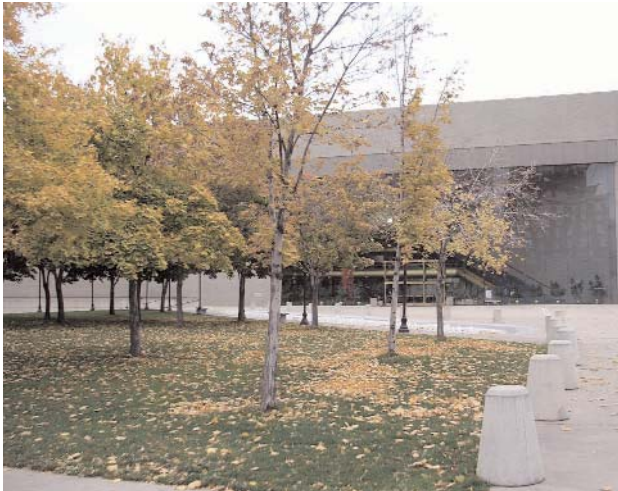
Privately-owned "pocket parks" or plazas can be developed as part of new buildings and are usually smaller, intimate open spaces that offer specialized amenities based on adjacent building uses. They are typically framed by buildings directly abutting them on one or more sides. Pocket parks located in predominantly residential areas should include play spaces and/or structures for children. Those developed in commercial or office-use areas should provide elements such as seating opportunities, tables, and water features.

### GUIDELINE

#### C3.1 Incorporate building designs with adjacent open spaces.

**This Guideline may be accomplished by:**

- a. Orienting the main entrances of buildings to face adjacent parks or open spaces.





## C. PEDESTRIAN ENVIRONMENT

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- b. Considering the open space's purpose in the design and functions of proposed adjacent buildings.



- c. Developing small plazas along pedestrian routes.



## C. PEDESTRIAN ENVIRONMENT

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- d. Integrating elements within pocket parks to serve adjacent uses.



- e. Developing new buildings that are oriented to adjacent open spaces without dominating them.



- f. Developing privately-owned open spaces that are supportive of adjacent uses, streets and buildings.





### C4 Develop Compatible Parking Areas

Parking areas, by their very nature, do not contribute to an active, urban environment. Parking areas do not provide "eyes on the street" or incentives to use alternative modes of transportation. However, cars are a part of urban environments and most new development, and the designs of their parking areas must be considered.

Surface parking areas are land intensive, do not provide street enclosure, and have the potential to create heat islands. Surface parking areas should be designed in smaller configurations with lighted walkways integrated into the design to become more pedestrian friendly. Light colored paving, such as concrete or block pavers, will help reduce the heat island affect as will tree planting and/or permanent shade structures near pedestrian access. Storm drainage systems should attempt to recharge the ground water and reduce the load on the public storm drain system. Porous surfaces and directing drainage to planting areas can reduce the impact on the public system. Where it is unavoidable that parking be located adjacent to the sidewalks, they should be screened with a combination of landscape plantings and built structures.

Structured parking uses land available for development more efficiently than surface parking. Where practical, below-grade structured parking is preferable to above-grade structured parking. The design of the parking should complement the area by responding to the uses, orientations, street functions, and materials of the surrounding context. Exterior facades of parking structures should not expose or express sloping floors, and where they occur, views of parked cars should be screened from the pedestrian environment with elements such as artwork or landscape plantings.

Coordinating the location of parking access with the locations of other vehicle access points (for building service areas, etc.) reduces the amount of curb cuts and subsequently the potential for pedestrian/vehicle conflicts. Wherever possible, parking areas should be wrapped with spaces habitable by people residential, commercial or institutional uses -to increase the amount of "eyes on the street," contribute to the pedestrian environment, and emphasize alternate modes of transportation.



## C. PEDESTRIAN ENVIRONMENT

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### GUIDELINE

Develop, orient and screen parking areas to be compatible with adjacent buildings and the pedestrian environment.

This Guideline may be accomplished by:

- a. Incorporating complementary above-grade structured parking.



- b. Developing integrated screening systems for surface parking areas that are adjacent to the sidewalk.



## C. PEDESTRIAN ENVIRONMENT

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- c. Create on-grade plus one suspended parking level incorporating exterior streets as parking access to minimize ramping.



- d. Promote sub-grade level parking, where appropriate.



- e. Promote pedestrian friendly surface parking areas.



### C5 Build on View Opportunities

Views of both the natural and built environments offer visual amenities as well as wayfinding markers. Wayfinding markers are things that can help to orient residents, workers, and visitors in an area, such as signs, buildings, or a unique area feature. The Fireclay area is located in the center of the Salt Lake Valley. Views of the Wasatch and Oquirrh Mountains are dominant to the east and west, respectively, as are views to the Salt Lake City skyline to the north. New development will be able to take advantage of these view opportunities, which will increase the desirability of living and working in this urban area.

Designers and developers of new buildings can recognize and add to the value of important public amenities by orienting semipublic spaces of the building and other building components to the amenity. The orientation of main entries, lobbies, windows, private balconies and/or terraces toward a public amenity highlights the amenity's value and offers views to the residents and/or tenants of the building. The orientation of the aforementioned spaces works both ways -not only do the buildings get views of the amenity, but people outside get views from the amenity into the building.

It is possible that as the Fireclay area evolves, views can also be positively altered and additional views can be created. For example, at intersections where the street grid does not line up, new buildings at the corner sites will be visually prominent, creating visual focal points that have the potential to orient and attract pedestrian movement. Strategically placed new buildings that frame a view, highlight the contrast between the built and the unbuilt, channeling the eyes of pedestrians to the view.



## C. PEDESTRIAN ENVIRONMENT

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### GUIDELINE

**C5.1 Design buildings to emphasize pedestrian views to focal points, wayfinding markers, public amenities and the surrounding mountains.**

**This Guideline may be accomplished by:**

- a. Developing building elements that offer new wayfinding markers.



- b. Emphasizing pedestrian views to focal points or wayfinding markers.



## C. PEDESTRIAN ENVIRONMENT

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- c. Using landscape plantings to embellish views down streets or from building spaces.



- d. Emphasizing local wayfinding markers with new development.



## D. SPECIAL TREATMENTS

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Several areas exist on the perimeter of the Fireclay area that deserve individual attention relative to how they are developed and maintained as amenities to the Fireclay Area and the City of Murray.

Big Cottonwood Creek  
4500 South Street  
Main Street at the North Murray City Boundary  
Union Pacific Main Line Railroad Corridor

### D1.1 Develop Big Cottonwood Creek into a Natural Feature and Amenity to the Fireclay Area

Big Cottonwood Creek has flowed through the Salt Lake Valley since long before man ever set foot on the valley floor. The remnants of a glacial cut canyon it flows across the valley and enters the Jordan River just north of 4500 South street. West of Main Street it is considered an amenity to development and should be enhanced as it continues its flow to the river.

#### GUIDELINE

**Develop amenities to visually enhance the creek bed either for public or private use of the development.**

**This Guideline may be accomplished by:**

- a. Provide trails, seating areas, and group use areas.





## D. SPECIAL TREATMENTS

- b. Develop landscape and aesthetic enhancements to the setback creating an enhanced boundary to the Fireclay area.



- c. Restrict vehicular access between structures and Big Cottonwood Creek corridor and promote orientation of building entrances toward the creek.



### D2.1 Use Landscape Planting and Surface Amenities to Soften 4500 South Street

4500 South Street is a major east-west corridor in the center of the Salt Lake valley. Traffic volumes have escalated enough to warrant attention of the Utah Department of Transportation (UDOT) who have plans to widen the street to handle the additional traffic volumes.

#### GUIDELINE

**Develop landscape planting and enhance surface amenities along 4500 Street south from Main Street to the I-15 Corridor.**

**This Guideline may be accomplished by:**

- a. Tree Planting in accordance with the Murray City Street Tree Planting Guidelines.



## D. SPECIAL TREATMENTS

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- b. The use of lighting and unique light poles as an identifying element for Murray City.



- c. Enhance sidewalks, walls, bridge structures, benches and signage as a wayfinding markers to Murray City. This may mean developing an enhancement fund to supplement UDOT's policy for design standards.





### D3.1 Create an Entrance Feature at Murray City's North Boundary, Main Street

Southbound traffic entering Murray City on Main Street and from the Trax line will do so as they cross Big Cottonwood creek. Murray City would benefit from creating a gateway to the city at these locations within the Fireclay Area.

#### GUIDELINE

**Create an entrance feature for Murray City at Main Street and the Trax Line**

**This Guideline may be accomplished by:**

- a. Signage and landscape planting at Main Street and Big Cottonwood Creek will give the pedestrian or automobile passenger the indication they have arrived in Murray City and the Fireclay Development area.



- b. Enhance the Trax corridor at the north boundary of Murray as well as Trax Station artwork and signage.



### D4.1 Mitigate the Impact of the Union Pacific Main Line Railroad

The UP Main Line corridor will eventually become the commuter rail line, which will run from Davis County to Utah County. Noise and train movement could be a detriment to the mixed-use development,

#### **GUIDELINE**

**Mitigate the negative impacts of the rail line to the resident and user of the Fireclay area.**

**This Guideline may be accomplished by:**

- a. Create a barrier design to deter noise from the use of the railroad line.



- b. Create a visual enhancement to the corridor for visual and aesthetic relief from the potentially negative impacts of the railroad right-of-way.

